
INTIMATION



A. S. WATSON & CO.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY

Per Doz

- B. SUPERIOR PALE DRY, DIN-
NER WINE, GREEN SEAL
CAPSULE... \$12.00
- C. MANZANILLA, PALE NATURAL
SHERRY, WHITE CAPSULE... 13.50
- CC. SUPERIOR OLD DRY, PALE
NATURAL SHERRY, RED
SEAL CAPSULE... 16.00
- D. VERY SUPERIOR OLD PALE
DRY, CHOICE OLD WINE,
WHITE SEAL CAPSULE... 18.00
- E. EXTRA SUPERIOR OLD PALE
DRY, VERY FINEST QUALITY
(old bottle), BLACK SEAL
CAPSULE... 27.00

B, C and CC are excellent Dinner Wines.
D and E are After-Dinner Wines of a
very fine Vintage.

ALL ARE SUPERIOR XERES WINES.

COGNAC BRANDY

Per Doz

- A. OLD PALE... \$20.00
- B. SUPERIOR VERY OLD COGNAC... 27.50
- C. VERY OLD LIQUEUR COGNAC... 31.00
- D. HENNESSY'S FINEST VERY
OLD LIQUEUR COGNAC... 40.00
- E. A VERY FINE LIQUEUR BRANDY
which we guarantee can be matched at
the price.

All the above prices are subject to a discount
of 5 per cent.

A. S. WATSON & CO.,

LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 26th July, 1906.

NOTICE TO CORRESPONDENTS.

Communications relating to the news columns
should be addressed to THE EDITOR.
Correspondents must forward their names and ad-
dresses with communications addressed to the Editor,
for publication, and as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
No anonymous signed communications that have
been approved in other papers will be inserted.
Letters for editorial use only of THE PRESS should be
sent to the Editor, and not to the Press.
Telegraphic Address: P. O. Box 23, Telephone No. 12.

DEATH.

On August 1st, at Swatow, JONG PENDER, late
Chief Engineer of S.S. "Dandolo". (1413)

HONGKONG OFFICE: 10A, DES VOUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 8th, 1906.

It is ever a dangerous as well as thankless
task for a stranger in blood to attempt to
criticise the finer details of policy of another
nation. Mr. OSCAR TREARY CROSBY, an
American traveller of uncommon and intimate
knowledge of external conditions, has been
seeking to quench the policy of Great Britain
in Central Asia, and her intimate relations
with Tibet, China and Russia. Now Mr.
Crosby attacks his subject after a most
entertaining journey through the regions in
question, in the course of which he has
studied in detail the geographical and
geological conditions of the lands of which
he speaks, and his little work "Tibet and
Tartarland", written after an adventurous
tour from Ush in Ferghana through
Kashgar and Khotan, and thence through
Western Tibet to Srinagar and Rawal Pindi,
is an interesting and useful addition to our
knowledge of these little explored districts.
Unfortunately Mr. Crosby possesses a good
deal of that restless imagination, which
both in England and America may be
described as one of the worst features of
the political life of the day. In Mr. Crosby's
eyes the whole of our conduct in Asia from
the time of Dupleix to the occupation of
Lhasa has not only been iniquitous, but
actually in our own interest. Shutting his
eyes wilfully to the fact that the seizure
of the opium at Canton was only one of a
series of attempted high-handed

acts which rendered impossible any further
negotiation, Mr. Crosby insists in calling
the war that ensued the "Opium War".
As a fact the misunderstanding had far
deeper roots. In the eighteenth century
the provincial officials had welcomed the
foreign ships, not from any personal
friendly feeling, but that they reaped
therefrom a large harvest. For the same
reason they encouraged the trade in opium,
which was carried on in what were known
as "country ships", that is to say, ships
owned by natives of India, flying indeed
the British flag as being British subjects,
but looked upon with jealousy, and even
dislike, by the regular "Company" ships,
who had the monopoly of the "Home"
trade. The local officials claimed jurisdic-
tion over all vessels calling in the port,
but Chinese jurisdiction then, as now, being
a mere matter of personal caprice, led
continually to misunderstandings, usually
compounded for by increased exactions on
the trade. As the trade was profitable, these
demands though vexatious came to be looked
upon as one of the necessary charges, and
were complied in, with, however, protests
more or less strong. This state of affairs
might have continued for another century,
but that with the lowering of the standards
of the Imperial House, and the increasing
debauchery of the Court at Peking, the
sponge came to be applied more persistently.
Peking was represented at Canton by an
imperial delegate known to the foreign
residents as the "Horror". According to
immemorial Chinese custom the "Horror",
before proceeding, had to pay in hard cash
the assessed value of the office and with the
increasing wants of the Court the assess-
ment had to be continually increased.
As this solution had to be met by increased
taxes from the local officials, these latter
tried to raise their demands on the foreign
merchants till was reached the utmost
limit possible for the existence of trade of
any sort. This brought the local officials
into unpleasant friction with the Court,
whose extravagance continually demanded
a large share out of the profit that rumour
alleged was derived from the foreign trade.
The opium trade finally became the battle
ground. Disappointed with his share of
the fabulous profits supposed to be derived,
the "Horror" determined finally to kill
the goose that laid the golden eggs, and
sent down Commissioner Lin to be the
executioner. Lin on his arrival found the
task more difficult than he had anticipated,
and that the entire body of the provincial
officials were united against him. His
share of the opium led him into still
further trouble, for it united both native
officials and foreign merchants; and the
weak action of Captain Elliot in trying to
reconciliate all parties brought affairs
into such a general mess that Commissioner
Lin, sorely against his own will, was com-
pelled to burn the opium, and so destroy
his own deeply-laid plot of acquiring the
whole command of the opium market. Mr.
Crosby, having thus got hold of the wrong
end of the stick, has, like Commissioner
Lin, found himself compelled, out of a
mistaken idea of consistency, to persevere
in holding it to the end. The late little
trouble with Tibet is thus logically the
direct result of the iniquitous conduct of
England in 1842. This is what Mr. Crosby
says. When Father Hue was in 1846
expelled from Lhasa, the Chinese Resident
there was KISHEN; of him Mr. Crosby
informs his readers: "Will it not be
sufficient to say that the Chinese official
who claimed to be then at Lhasa was
KISHEN, a man who had as signer under
duress of a treaty at Canton in 1841, for-
mulated (sic) the opium war, and had thus
participated in his country's humiliation,
as well as in the disgrace of his country's
enemy—England—more shameful in success
than China in defeat? For fifty years
the Peking Government had endeavoured
to arrest the fatal traffic. Insignificant
when the Mogul emperors ruled India, it
had grown with the growth of British power,
declared illicit it had flourished in British
hands; from British ships as depots it de-
fied Chinese authority in Chinese ports.
When for a season righteousness had
prevailed; when a Christian English
officer had yielded up twenty thousand
smuggled opium cases to be destroyed;
when they had been burned by "heathen"
Chinese officers, zealous to protect their
country from a curse, then a Christian
Government declared war and forced by
cannon's might a helpless people to admit
the baneful drug. And even if not baneful,
even if it were ambrosia, what shame to
override—but why argue this unlucky
cause? Let it not be rehearsed, for all
have heard it, and let it not be forgotten
in judging all Chinese-European history

which followed. For in the sequestered
valleys of Tibet the echo of British cannon
was heard, a basin arousing every dormant
suspicion against the white man."
Such is the over-coloured chromo that Mr.
Crosby would paint off on his readers as a
genuine portrait of the first war with
China. Its inconsistencies would at once
condemn it; but one of these may be
referred to. So far was KISHEN from
acting under duress, that his first attempt
at treaty-making, accepted by Captain
Elliot against the opinion of his advisers,
was really only a ruse to procure the
abandonment of the occupation of the
Chiwei forts, which were procured, the
convention was the next day repudiated.
And it was this instance of bad faith that
more than anything else forced on the
subsequent war. It is doubtless quite true
that KISHEN did advise the Tibetans to
expel Pao Hui, but this was only in
accordance with the traditional policy of
the Chinese Government, and was no new
departure, nor had it anything to say to
affairs at Canton. The difficulties with
Tibet which led up to the subsequent
occupation for a few weeks of Lhasa were
brought about by a very different conjunc-
tion of affairs. The present DALAI LAMA
was the only one who, under the jealous
administration of China, had been permitted
to live till he had arrived at maturity, and
the fact of his having so survived was
indicative of the declining influence of
China over her dependency. The Tibetans
had been trying by all means short of
actual war to render themselves independent
of China, and had indeed succeeded in induc-
ing the intermediate provinces to practically
revolt. When, then, the British Govern-
ment, through Peking, endeavoured to
make friendly terms with Lhasa; the
DALAI LAMA, now come to full age, saw
in the endeavour but a proof of an intention
to reify the suzerainty which he hoped he
had got rid of for ever. This it was, and
not any abstract fear of British absorption,
that led him to listen to the overtures of
Russia. Mr. Crosby professes to see no
ulterior motives in Russia being anxious
under any conditions to obtain a footing in
Tibet; but he is pleased to ignore altogether
Russia's unscrupulous conduct with regard
to the evacuation of Manchuria, which
was merely a part of the same wild scheme
of universal sovereignty in Asia. Doubtless
such a game carried in itself the seeds of
disillusion; but none the less the powers
immediately interested were bound to give
notice in self-defence or deserve the fate
justly marked out for providence for the
effeminate amongst States as amongst in-
dividuals. Russia's game in Manchuria
was badly met by Japan, whose energy was
rewarded by her success, and for only by
her own immediate success, but by her
exposure of the utter rottenness of her big
game.

Had not England taken up the challenge
thrown to her in the same spirit, and had
Russia succeeded in blinding Japan in
Eastern Asia, there can be no doubt that we
should have had to act the part of Japan,
and engage in a war of a far more serious
nature than that which Lord Curzon took up the
gauge. Comparisons are often made, and a
retort is not usually edifying; we may, how-
ever, suggest it in this case. To a merely
superficial observer, bent in closing his eyes
to all but the narrowest issue, nothing could
have been more opposed to all right, private
or international, than the war of America
against Spain. We, as English, and
knowing how deep and long-seated had been
the causes of dissatisfaction at work, re-
frained from unfriendly or irritating com-
ment. We have certainly not lost the
confidence of either side, with both of whom
we are proud to be on friendly terms. It
would be as well did Mr. Crosby, and
others of his kind, who are overleaping
seeking occasion to judge their neighbors,
take to heart the example.

Mr. Archibald Little is reported seriously
ill at Leith.

A number of London Cab Shelters are now
connected with the Post Office Telephone
System, and subscribers may order cabs con-
veniently.

It is stated that a syndicate is in process of
formation in Berlin to supply electricity from
the River Zimbe to the Rand, at a cost of
£5,000,000.

Misprints creep into even Government
publications. The Foreign Office has published
a consular report in which the trade figures for
a Yangtze port are given in "Hongkong"
taels.

A correspondent who has read the story
regarding the Italian method of preparing
strawberries says that the best way to take
bananas, now so common a diet in England, is to
crush them with a fork, squeeze a lime or
lemon over them, and sprinkle them with sifted
sugar. This is the usual way in the tropics,
and will be found to make the fruit delicious.

Communicable disease last week was re-
ported by five cases of plague, two of enteric
and three of paratyphoid. Only the enteric
touched Europeans, and they were imported
cases. The plague totals are now 886 cases and
830 deaths.

The Czar has a new motor-car, which was
built in Hungary at a cost of £4,000. Almost
as large as a railway carriage, it contains a
work-room, dressing-room, and servant's de-
partment, and can travel at the rate of sixty
miles an hour.

With the permission of the prison authorities,
Mr. Shaw, who shot Mr. White in New York
celebrated the Fourth of July by paying for ice
cream and cakes for all his fellow-prisoners.
He wished to repay his generosity the following
day, but this was not allowed.

The return of visitors to the City Hall Library
and Museum for the week ending the 5th Aug.
(1906), shows that of non-Chinese there were 238
to the Library and 135 to the Museum; and of
Chinese 156 to the former and 3,658 to the latter.
The Library was, therefore, used by 451 persons
and the Museum by 3,191.

The Gorman *Journal of Gazette* announces that
Sir Robert Edward Bredon, Deputy-Inspector-
General of the Chinese Imperial Maritime
Customs, has received the second class of the
Order of the Royal Crown of Prussia, with the
star, and Mr. A. T. Pirry, Director of Customs
at Peking, the third class of the Order of the
Red Eagle.

Fire broke out in a cigarette shop in
Cowan Road near the Canton Wharf at one
o'clock yesterday morning. The Brigade, under
Mr. P. J. J. Wedebone, turned out, but its
services were not required, as the flames had
been extinguished. Damage was done to the
extent of \$50. The outbreak was due to the
explosion of a hanging kerosene lamp.

Mr. Asquith and Mr. Buxton, the Postmaster-
General, on July 3rd disagreed with Mr.
Hemmer Heaton's calculations of the cost of
universal penny postage, and of penny postage
with America, which a large deputation urged
upon the Government. Mr. Heaton calculated
the first year's cost of the latter scheme at
£25,000; the Ministers at £100,000, and of the
universal scheme at £300,000. Mr. Asquith
said frankly he had not the money, and Mr.
Buxton that Imperial penny postage barely
paid, and perhaps meant a slight loss. Both
favoured the idea, but the time, they said, was
not suitable.

"We have sold large quantities of machinery
to Japan," said a director of one of Great
Britain's largest firms. "In the production of
heavy machinery they cannot, so far, compete
with us. But they will be a manufacturing
people as a matter of course. They have all the
qualities—skill in imitation, mechanical apti-
tude, enormous patience and docility, and cheap
labour. Well, of course, if they beat us in
manufacturing for Oriental markets we shall be
beaten. That's all. It's only a matter of time.
I can't imagine anyone being surprised at the
swift advance of Japan. It was an inevitable
result of the war."

The London correspondent of the *Manchester
Guardian* hears that the Cabinet is contem-
plating a complete change of policy with regard
to Tibet, and that no steps whatever are to be
taken to put into operation the various clauses
of the Anglo-Chinese Treaty. All work is to
be stopped on the construction of the road
between India and the Tibet frontier, and the
British garrison now in Tibet is to be with-
drawn, together with the Resident. In fact, if
this account of the Government's policy be
correct, this will revert to the position they
occupied before the Mission of a couple of years
ago. This story fortunately does not meet with
confirmation in any quarter.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competitions for the Captain's
Cup and May Cup were held at Happy Valley
on the 4th and 5th August, 1906. The following
cards were handed in—

CAPTAIN'S CUP.	
1 Mr. C. E. H. Beavis, R.N.	77 + 1 = 78
2 S. P. H. Wilson, R.N.	83 - 15 = 78
3 Mr. J. Clark	89 - 1 = 79
4 Mr. M. G. Burnie	78 + 2 = 80
5 Mr. R. Miller	91 - 10 = 83
6 Mr. H. W. Slade	95 - 12 = 83
7 Mr. F. W. Warren	95 - 12 = 83
8 Mr. C. H. Gale	98 - 15 = 83
9 Mr. C. D. Turner	97 - 11 = 86
10 Mr. W. C. Gray	96 - 9 = 87
11 Mr. T. C. Steen	104 - 17 = 87
(11 entries.)	
MAY CUP.	
1 Mr. H. H. Gompertz	102 - 25 = 77
2 Lt. R. M. Croose	91 - 15 = 79
3 Surg. L. A. Bais, R.N.	99 - 20 = 79
4 Mr. A. Morley	110 - 30 = 80
5 Mr. R. E. O. Bird	108 - 23 = 85
(11 entries.)	
FOOT.	
1 S. P. H. Wilson, R.N.	92 - 15 = 77
2 Mr. C. E. H. Beavis	77 + 1 = 78
3 Mr. M. G. Burnie	77 + 2 = 79
4 Mr. J. Clark	89 - 1 = 79
5 Mr. E. J. Grist	80 - 4 = 79
6 Mr. F. W. Warren	91 - 12 = 79
7 Surg. L. A. Bais, R.N.	99 - 18 = 81
8 Mr. R. Miller	93 - 10 = 83
9 Mr. C. H. Gale	98 - 15 = 83
10 Mr. T. C. Gray	96 - 9 = 87
11 Mr. J. C. Steen	104 - 17 = 87
(42 entries.)	
1 Tie for Captain's Cup.	
2 Winner of May Cup.	
3 Winner of Pool.	

The next competition will be held at Happy
Valley from the 11th to 13th August for the
Robertson Farwell Cup.

LATEST STEAMER MOVEMENT.

The P. & O. str. *Banca* left Singapore for
this port on the 6th inst., at 8 a.m.

TELEGRAMS.

[DAILY PRESS EXCLUSIVE SERVICE.]

ANOTHER CHINESE CUSTOMS
CRISIS.

TIENTSIN, August 7th.

A fresh crisis has occurred in the
Imperial Maritime Customs.Sir Robert Hart passed plans for
Customs buildings at Amoy, and the
Commissioners rejected them.

[REUTERS SERVICE.]

PARLIAMENT.

LONDON, August 5th.

Parliament has adjourned until the 23rd
October.

RUSSIA.

LONDON, August 5th.

There are now fifty-five organized strikes
in St. Petersburg. The railway strike is
postponed.A mutiny has broken out at Dushlagir in
Trans-Caucasia, where the troops fired
volleys on their officers, of whom six were
killed and four wounded.

SALE OF PIER SITES.

At the Public Works Department yesterday
afternoon the rights of erecting and maintain-
ing two temporary Piers over Crown foreshore
were sold by public auction. The first was the
right with regard to the Crown foreshore in
front of Waterloo Road, Yau-mai. The pier
there is to be 75 feet, by 13 feet, the term being
one year, and the upset price \$250. This right
was secured by Mr. Li Shun Fan, for \$500.
The second right sold was that in regard to
the Crown foreshore opposite Marine lot 53,
East of Kowloon, the pier to be 50 feet by ten
feet. The upset price was \$50. Messrs. Chan
Yik and Co. purchased this right for \$250.

THE "CARLSLE" CASE.

CAPTAIN REINSTATE.

An Admiralty Divisional Court, on July 3rd
heard an appeal by the master of the steamer
Carlisle from a decision ordering the suspension
of his certificate for 12 months. A Board of
Trade inquiry had found that the master had
been guilty of wrongful acts, which resulted in
the drowning of two of the crew. Mr. Ham-
ilton, K.C., in support of the appeal, said the
master, owing to the decision of the Cardiff
magistrate that the vessel was unworthy,
had been unable to get \$2,000 which the
Russian Government were to pay if the vessel
properly performed her service during the
 Russo-Japanese war. The *Carlisle*
was chartered by the Russian Government to go
from South Wales to Vladivostok. In Novem-
ber, 1904, she was ordered to Port Arthur with
an extremely valuable cargo of food stuffs, smoke-
less powder, &c. There was a controversy before
the magistrate as to whether the crew knew that
they were bound to Port Arthur. Counsel said
they must have known, for it was a good deal
talked about on shore at the time. After the
Carlisle had sailed she fouled some buoys of
timber at sea, and her propeller was rendered
useless. The master, however, managed to rig
a jury-mast, and made sail out of some sacking,
and so got the ship under control. She went
to the Philippines, where her propeller was
repaired. By this time Port Arthur had
fallen, and it was arranged that the *Carlisle*
should go to the French port of Saigon instead.
She arrived at Saigon in May, 1905, the
Belle Fleuve being then on its journey eastward.
While at Saigon there were several explosions
on board, and the vessel herself finally took fire,
and was destroyed, two of the crew being
drowned. It was in respect of the final
explosion that the magistrate's report con-
demned the master, it being said that he did
not exercise diligence and care for the safety of
the crew. Counsel for the master submitted
there was nothing in the circumstances to
warrant the suspension of his certificate. On
behalf of the Board of Trade it was contended
that the master's certificate was rightly
suspended. The Court held that the certificate
had not been properly suspended, and allowed
the appeal.

STAMP DUTY ON CHEQUES.

EFFECT UPON JAPANESE BANKS.

The Osaka Clearing House has made a report
to the Government Tax Investigation Com-
mittee on the effect of the stamp duty upon
the use of cheques. This report states that the
duty has had the effect of reducing the circula-
tion of cheques in Osaka. It is stated that
the current deposits of banks in Osaka have
continued to increase steadily, with a corre-
sponding decrease in the circulation of cheques.
In 1904 cheques were issued to the number of
1,047,339, falling off to 1,389,012 in 1905, when
the duty was imposed. Some banks have gone
so far as to pay the stamp duty on their
cheques, for fear that otherwise the use of the
cheque system would be discontinued. As an
illustration of the effect the duty has had it is
pointed out that at a certain prominent factory
the operatives were paid by cheque, but since
the imposition of the duty it was found that
the amount of the duty always exceeded the
fee paid in order to obtain small change, and
the employees are now paid in cash. Many
cases business-houses which used to issue
cheques in settlement of accounts have discon-
tinued the practice, and now issue a cheque
for the total amount of bills, cash it, and make
payment in cash.

A new water-bus, built by the Dock Company
for the Union Water Boat Company, and
launched on Saturday, underwent her trial trip
yesterday afternoon, when the result proved
most satisfactory.

SUPREME COURT.

Tuesday, August 7th.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PIGOTT (CHIEF
JUSTICE).

A GUARANTOR'S LIABILITY.

Two cases were heard in which Mr. G. Has-
tings, trustee of the property of the Yue Fat Bank,
sued Lian Wai-chau, comptroller of the Hong-
kong and Shanghai Bank, to recover the sum of
\$21,000 for money lent by the said bank to the
Wong Fung Company, Wai Quon-shan and So
Yu-tai on February 18th, and for the repay-
ment of which the defendant became guarantor;
also to recover \$10,000 being money lent by the
Yue Fat Bank to the defendant on January
12th.

Mr. H. G. Calthrop, instructed by Mr. G.
Hastings, appeared for the plaintiff, and
Mr. M. W. Slade, instructed by Mr. E. F. C.
Master (of Messrs. Johnson, Stokes and
Master), represented the defendant.

Mr. Slade said his client was prepared to
submit to judgment in both suits, as the claims
were perfectly accurate. As they had a large
counter-claim against the managing partner of
the plaintiff firm, he would, however, ask that
execution be stayed. The managing partner
of the plaintiff firm guaranteed a man named
Yeung Tai-sau, of the Hongkong and Shanghai
Bank, as a sheriff. This man absconded with
the sum of \$7,000, which the defendant, as
comptroller of the bank, had to pay. The
defendant was hopelessly insolvent, and if the
plaintiffs went in for immediate execution all
they could do was to put him in goal and keep
him there. If the stay of execution were
granted it would be to their advantage.

Mr. Calthrop said if the defendant brought
an action against the manager of the bank he
had no possibility of getting any money as the
bank was insolvent. They had been unable to
get anything out of the bank manager, and it
was not at all likely that defendant would.

His Lordship—Have you proceeded against
this man?

Mr. Calthrop—I understand he has absconded.
He was one of the partners of the bank of
which Mr. Hastings was trustee. The bank
only paid 15 per cent, and if there was any
money to be got out of this man we should have
got it. It is over a year ago since the bank
was declared insolvent, and this is the first we
have heard of defendant's counter-claim. If we
find there is a chance of his getting the money
it is probable that the plaintiff will be
reasonable.

His Lordship said in face of the plaintiff's
petition he did not see his way to stay execution,
and gave judgment for plaintiff and costs.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

A BALANCE DISPUTED.

The Kung Tai firm sued Lee Tak-yun, man-
aging partner of the Kam Tak On firm to
recover the sum of \$24,250 for work done and
material supplied.

Mr. R. A. Harding appeared for the plaintiff,
the defendant appearing in person.
Mr. Harding said the action was brought to
recover a balance of account for contract
work done in connection with Rommie's flour
mills in the New Territory. The total amount
of the contract was \$1,195.60, and his client had
received on account \$953.04, leaving the amount
claimed due. The defendant was sued as man-
aging partner of the defendant firm, and because
he had received from Mr. Rommie \$43,000. He
had not accounted to his partners for part of
this money. The order was given to plaintiff
by defendant.

Defendant stated that his firm owed the
amount claimed. Another partner made the
arrangements in connection with the work, but
sometimes he made payments to plaintiff.
After hearing the evidence his Lordship gave
judgment for plaintiffs with leave to issue
immediate execution.

CANTON.

[FROM OUR CORRESPONDENT.]

August 6th.
Paag Ha-wai, the "Boycott Hero", is still
continuing to occupy the minds of the Canton
students. Yesterday a ceremony was held at
the Hoi-Tung Monastery in his memory and a
large crowd assembled there. One of the
students created quite a sensation by marching
up to the altar where the hero's portrait was
exhibited, cutting his qu-uo off and hanging it
in front of the portrait as an offering.

At about 3 p.m. yesterday a fire broke out on
the Shakes in one of the shops bordering the
Shamoon Canal. The flames spread very
rapidly owing to the inflammability of the
materials contained in the shop and two houses
were destroyed within twenty minutes.

SOVEREIGN COINAGE.
The exchange question with regard to the
subsidized coinage minted here is becoming
an intolerable nuisance even here, where the
money is legal tender. Such institutions as
the Chinese Post Office, the Telephone and
Telegraph exchanges, should accept them at
par. But they don't, and the rate at which
they are discounted now reaches seven per
cent.

PIRATES.
Three notorious pirates who have been
terrorizing the Shue-Tak, Hongghuan and
Canton districts respectively have been arrested
in Macao and extradited. Their days are
numbered.

A BRIDGE WANTED.
The water police have made new regulation
to control the ferry-boat traffic. The boat
people are dissatisfied with the new arrange-
ment, however, and a strike is imminent.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on August 7th at the Board Room. The Hon. Dr. F. Clark (President) presided, and there were also present—Hon. Mr. W. Chatham (Vice President), Dr. Pearce, M.O.H., Hon. Mr. A. W. Brown, Dr. Macfarlane, Hon. Mr. E. A. Hewett, Lieut.-Col. Joslin, Mr. A. Shelton Hooper, Mr. H. Humphreys, Mr. Lau Chai-pak, and Mr. G. A. Woodcock (Secretary).

RAT DESTRUCTION.

Voluminous correspondence was submitted relative to the use of sulphur dioxide for the destruction of rats on shipboard. Dr. W. Pearce, M.O.H., wrote that having read the reports attached regarding experiments with the Clayton apparatus he saw no reason to alter his previously expressed opinion as to its usefulness. It was quite possible to render the holds, cabins, saloons, etc., of a ship reasonably airtight with little trouble. The Clayton gas being heavier than air might easily be retained at a high percentage for many hours in a ship. It did not follow, however, that this method would be quite successful in dealing with Chinese houses. It took nearly two days to close up Government House in order to fumigate it with formalin gas last year. He considered it practically impossible to render Chinese houses sufficiently gas-tight to get the best results with disinfection. Moreover, rats could not escape from a ship, but in a Chinese house it was absurd to think that rats could not find an avenue of escape. It was impracticable to render Chinese houses sufficiently gas-tight to maintain gas at a percentage of eight for two hours right through the building. The experiment already conducted on shipboard afforded no guidance owing to conditions being so different from those prevailing in a Chinese house. For these and other reasons he considered that the experiments made by Professor Simpson furnished no evidence as to the general usefulness of the Clayton method of disinfection of Chinese houses in the Colony. For the disinfection of ships he considered the method was a useful one, but as pointed out by Dr. Haldane a considerable difference in the results might be expected to depend on whether the disinfection was done before or after the discharge of cargo.

The correspondence was laid on the table.

DIVIDING THE TWO DEPARTMENTS.

A further reply from the Government relative to the recommendations in connection with the Estimates for 1907 was read as under—

Colonial Secretary's Office,
4th July, 1906.

Sir—I have the honour to acknowledge the receipt of your letter dated the 29th June, 1906, submitting two resolutions adopted by the Sanitary Board with regard to the draft estimates referred to them at their meeting of the previous day.

With regard to the first of these resolutions I am directed to point out that it is not possible to divide the salaries of Sanitary Department officers between the Sanitary and Public Works Department estimates so as properly to represent the work they do for each department, but that if the Board recommend that an additional allowance, chargeable to the Public Works Department Estimates, should be given to those officers for work done for that department contemporaneously with the discharge of their Sanitary duties so as to follow the practice in the analogous case of the police officers referred to in the Board's resolution, that recommendation will be considered. With regard to the second resolution I am to state that His Excellency has decided in the absence of any reasons given by the Board to the contrary and in view of the strong opinion expressed in Legislative Council in favour of a reduction of the Sanitary Department estimates that the unnecessary inclusion of those estimates by the insertion of provision in them for district hospitals should be omitted, such provision (amounting last year to \$88,872) not having been made use of in the past and, owing to the dislike of Chinese to going into Government plague hospitals, not being likely to be required in the future. I have the honour to be, Sir, your obedient servant.

T. SERCOMBE SMITH,
Colonial Secretary.

To this the Sanitary Board replied, submitting that if His Excellency would consent to the appointment of a committee consisting of some of the members of the Board and the Building Authority, His Excellency would be able to obtain the necessary information to enable him to form an idea of the time devoted by the Sanitary staff to purely Building Authority work. The other resolution was that the Government be asked to reconsider the question of the retention in 1907 estimates of the votes for the district hospitals.

The Government reply was to the effect that regarding the first resolution, His Excellency was satisfied that the work done by the Sanitary staff under the Building Authority was in connection with the sanitary condition of the buildings and as such fell within the duties of sanitary inspectors in England. It had been suggested to His Excellency that section 230 of the Public Health and Buildings Ordinance should be amended so as to authorise the Sanitary Board to deal directly in respect of all buildings which are or have been occupied for domestic purposes. This suggestion would receive consideration when the Ordinance came to be amended. In the meantime His Excellency did not consider it would be convenient or advisable to split up the salaries of certain officers between the votes for two departments, an arrangement which would moreover effect no saving to the public. With regard to the second resolution His Excellency after consultation with the Principal Civil Medical Officer and Registrar General had directed the insertion in the estimates of an item of \$2,000 as a grant-in-aid of Chinese

plague hospitals, the grant to be made on the condition that these hospitals are under similar Government supervision as the Tang Wa Hospital and that the amount actually to be paid from it will not exceed the expenditure incurred on the hospitals.

The correspondence was laid on the table.

NEW WESTERN MARKET.

A letter was read from the Colonial Secretary reporting the completion of the new Western Market.

CLEANING OPERATIONS SUSPENDED.

The M.O.H. reported on the expediency of suspending cleaning operations in Kowloon and the City of Victoria.

The President suggested that operations should be suspended till the end of September. We had now come to the end of the plague season, and he thought tenants might be given a rest.

MEMBERS CONCURRED.

THE FOOD INSPECTOR QUESTION.

The Colonial Veterinary Surgeon in a minute recommended the authorising of inspectors of markets and inspectors of cattle depots and slaughter-houses to enter premises and inspect food.

The President hardly knew whether it was necessary for inspectors in charge of cattle depots to be given this authority, but he thought the Board might consider whether inspectors of markets might be given the same authority as senior inspectors.

Mr. HOOPER said he was doubtful whether the authority already given should have been given to a number of what he might term subordinate officers—he applied that term to those below the rank of M.O.H. As such authority had been given, however, they were prepared to stand by it, but he did not see the slightest reason why it should be extended to inspectors of cattle depots and slaughter-houses. These inspectors could have no idea of the existence of bad foods unless information was supplied them by other inspectors. Under these circumstances they should not enlarge on the resolution proposed, seconded and carried at the last Board meeting; therefore he did not think the recommendations of the Veterinary Surgeon should be carried out.

Mr. HEWETT agreed with Mr. Hooper's views, and the Board decided to take no action in the matter.

MORTUARY FOR KOWLOON.

A minute by the Director of Public Works relative to the plan for the proposed mortuary for Kowloon was submitted. The site suggested was in close proximity to the disinfecting station.

NEW ORDINANCES AND OLD HOUSES.

Mr. John Lemm, architect, applied on behalf of the owners of Nos. 12 to 27, Po Hing Fong for an exemption from the provisions of section 150 of the Public Health and Buildings Ordinance, 1903.

The M.O.H. did not think there was any doubt that these houses were built in accordance with laws existing at the time of their erection. It was not required that the open space in the rear of new buildings should be provided in the owner's own lot. However, as soon as the houses were completed they became existing buildings, and apparently subject to paragraph 55 of Ordinance 1 of 1901, or at any rate they might be affected by paragraph 75 of Ordinance 1 of 1903. The certificates already granted for these houses were valid, but he presumed such validity did not annul the requirements of section 175. This, however, was a matter for legal opinion. Regarding the question of exemption from complying with section 175, he would draw attention to the fact that these houses had no yards at all at present. Yards, even small ones, were desirable to provide some open space where household waste might be stored instead of being kept in the house.

The Crown Solicitor wrote that if Mr. Lemm's statements were correct it appeared that the D.P.W. and Sanitary Board in July, 1905, permitted the 15-foot lane at the back to function as a backyard. Mr. Bowley doubted whether this permission was not *ultra vires* when granted, but thought the Board should respect it and grant exemption from section 175 of Ordinance 1 of 1903.

Mr. LAU CHU-PAK minute—Exemption should certainly be granted in this case. There is ample open space at the rear. The opening of yards in these houses, if insisted upon, will inflict great hardship on the owners and reduce the value of their properties. It is absurd to make the owners suffer so much simply because some open space is desirable for disposing the household refuse, which is removed every morning.

Members agreed that the Board recommend the Governor in Council to grant the modification.

THE CONCRETE QUESTION.

The President read the report of the committee appointed to inquire into the concreting of ground floors of certain houses at Mongkok, and moved the adoption of the report.

Mr. HOOPER seconded the motion. In doing so he took the opportunity of calling the attention of the Board to the way in which complaints were made and the means taken to rectify them. They had two distinct cases before them: one of 16 houses at Mongkok and the other of two European houses at Tsimshatsui. Taking the first 16 houses at Mongkok they were built according to laws and ordinances made, and under the supervision of an architect who had a good knowledge of good and bad material—at least they might presume so from the time he had had the honour to survive the Public Works Department. A complaint was sent in by a senior inspector that these floors were out of order. The speaker asked that inspector when he visited the houses whether there was anything more wrong with the floors than he saw on the surface. The reply was that there was not, but the next

thing the speaker heard was that another inspection had been made, and that an order was given to reconstruct the whole of the ground surfaces of five of those houses. It seemed to him to be analogous to the case of the doctor who was consulted about a cough of prickly heat and cut into the flesh down to the bone to see if he could find any serious defect in the patient's flesh. There was no justification for any professional man supposing that this peeling of the surface was due to the ground underneath. The floors of the sixteen houses he should characterise as fair, the majority of them good and he was using a very mild adjective when he said fair. The floors which they dug up with great difficulty showed clearly six inches of concrete, and only in some few cases was one inch deleteriously affected by water at the bottom. The President, who was a member of the committee, and the speaker had no hesitation in saying that the floor was good, and ordered it to be made good again at the public expense. Mr. Hooper now asked members to still themselves of the opportunity of looking at the second case which dealt with backyards in Tsimshatsui. The yards there were concreted with two inches of cement. He secured some concrete from one of the yards which was ordered to be reconstructed, and this, said Mr. Hooper, placing a few pounds of it on the table before the Director of Public Works, "is a sample of it." He did not think it required an expert, but only a man, woman or child with a little common sense, to see that it was perfectly impervious.

Mr. HUMPHREYS was sure everybody in Hongkong ought to be grateful to Mr. Hooper for what he had done in this matter. At the same time he thought it a pity that every time there was a difference of opinion between members of the P.W.D. and the Sanitary Board, a committee should be sent to examine. He thought in such cases, it would be better to give the landlord the benefit of the doubt at once, and tell him to repair his yard. Section 112 of the Ordinance was not quite clear about the reconstructing of yards. It simply said the landlord or owner should make good. In nearly every instance there seemed to be a difference of opinion as to what was "making good," and if the landlord had, as he had frequently in the past, to reconstruct yards, he was being put to a great expense which was absolutely unjustified. He noted—"That in future cases where the surface concrete of yards is broken or is considered unsatisfactory, and where a difference of opinion exists between the Sanitary Board and the P.W.D., that the landlord be called upon to repair such yards and not to reconstruct them."

Mr. LAU CHU-PAK seconded the motion. The President first put the motion for the adoption of the report, which was carried, then three, but not in favour of the motion. Mr. HEWETT said matters would be made more complicated if the Board accepted Mr. Humphreys' resolution. Clause 112 was enough to work upon. The resolution, he thought, would not make matters clear, but more involved.

The Director of Public Works said references had been made to differences of opinion between officers of the Sanitary and Public Works Departments. Concreting of floors was entirely under the control of the Board and the Public Works Department did not come into collision with the Board's men in the matter. The P.W.D. were sometimes asked to make inspections for the purpose of giving their opinion on the conditions of different floors, otherwise they had really nothing to do with the matter.

Mr. HOOPER said it was a case of the anomaly of the Ordinance. It seemed rather absurd that one part of a building should be covered to the satisfaction of the Building Authority, who might require a higher standard than the Board's experts—the Sanitary Surveyor or an ordinary inspector.

On Hon. Mr. HEWETT promising to consider the matter before the Commission, Mr. Humphreys withdrew his motion.

The mortality statistics for the whole Colony civil population for the week ended July 14 show the death rate per 1,000 to have been 21.00. The death rate for the British and foreign civil population was 19.21 for the same period.

OLD HAMBURG CHURCH BURNED DOWN.

On July 3rd a fire broke out at the large Church of St. Michael, Hamburg, and spread rapidly. The steeple collapsed, and the flames burnt over to the adjacent house.

The fire broke out while the clock of the tower was under repairs. Four men engaged in the work perished.

The Church of the St. Michael is one of the oldest places of worship in Hamburg. It was rebuilt in 1750-62, after the old church had been destroyed by lightning. Its steeple was 212 ft. in height, and it has a crypt containing 290 graves, including that of the builder of the church. It was completely burned out, only the outer walls being left standing. A score of buildings in the vicinity was burned down.

AN IRRELEVANT JUDGE.

In the Court of Appeal on June 22nd an application was made for a new trial by a plaintiff in an action tried before Mr. Justice Grantham and a special jury, on the ground of misdirection. The Master of the Rolls, in giving judgment, somewhat severely criticised the judge in the Lower Court. He said it seemed to him that on many points the direction given by the learned judge could have been no help to the jury at all at arriving at a proper verdict, and in other cases what he had said was absolutely irrelevant, or even misleading. (A question of fact, which it was for the jury alone to decide, he had himself expressed definite opinion, and some of his observations to the jury were absolutely wrong. The real issue had never been decided by the proper tribunal—the jury—at all. The other members of the Court agreed, and a new trial was accordingly ordered.

POLICE COURT.

Tuesday, August 7th.

BEFORE MR. H. H. J. GOMPERTZ
(FIRST POLICE MAGISTRATE).

DISORDERLY SOLDIERS.

Two privates of the West Kent Regiment, Alfred Harris and E. Hetherington, were charged with obstructing the police in Queen's Road Central, the latter being also charged with assault. It appeared that a civilian had a dispute with a caddy over a ricksha fare and called a police officer, who, however, was obstructed by the two defendants, Hetherington striking the policeman on the eye. Harris was fined \$5 and Hetherington \$20.

THEFT.

Two shop coolies from Aberdeen were charged with stealing a watch and a purse containing \$5 from a fellow traveller on board the *Kwong Choo*. Complainant, on awaking from sleep, missed the watch and purse from under his pillow, and suspecting the three men near him he watched them closely. One of them happened to turn over and the watch rolled out of his pocket. Realising that he was discovered, the defendant threw the watch in the hold. One man escaped, but the other two were arrested. The thief was sentenced to 21 days' hard labour and six hours in the stocks, the second man being discharged.

BEFORE MR. F. A. HAZELAND (SECOND POLICE MAGISTRATE).

ALLEGED EMBEZZLEMENT.

Ng Kai Shick, formerly manager and partner in the Chung Shum paper firm, 65, Bonham Strand East, was brought up on remand charged with embezzling various sums of money together with one Ng Sing Sam, who had absconded. At the last hearing he was charged with embezzling \$1,800, but now that the books had been examined the figure was altered to \$25,665.88. Mr. F. C. Barlow (of Messrs. Goldring and Barlow) prosecuted, and Mr. G. K. Hall Brutton (of Messrs. Brutton and Hatt) appeared for the defence.

On the application of Mr. Brutton, the case was adjourned for a week.

NOTES FROM THE NORTH.

(FROM OUR TIENTSIN CORRESPONDENT.)
July 25th.

THE TRAVELLING COMMISSIONERS.
I suppose the great event of the past week has been the return—the safe return—of the Imperial High Commissioners from their foreign tour. The most extraordinary precautions were taken at Shanghai, Tientsin, and Peking to prevent any repetition of the bomb outrages which delayed the departure of the Commissioners on their outward journey. It is satisfactory that they were entirely successful. I have excellent authority for saying that the Peking authorities received specific warning that an attempt would be made on the lives of the Commissioners.

As to the Commissioners' reports, no details will be allowed to transpire till they have been laid before the Throne. The Emperor and Empress Dowager are at present away from Peking, and both have been sick. Their Majesties have postponed much formal business till their return to the capital, but the Empress Dowager takes so keen an interest in the scheme for a reformed administration that an exception will be made in the case of the Commissioners.

HUNGCHUZE.

The operations of the Hungchuzes in Manchuria are causing considerable anxiety to the Peking Government. Like your West River pirates these bandits operate in plain clothes, and are in no way distinguishable from the ordinary peasant. When the troops, of whom several thousands have been despatched, go out to look for Hungchuzes, therefore, they are completely hampered, and make little or no headway with their task.

CHINA'S OFFENCELESS ARMY.

The greatest defect of the new army raised by H. E. Yuan Shih-kai is its lack of competence and practical officers. The rank and file are excellent material if they were in the hands of good directors, but as it takes at least ten years to make an efficient officer the making of a modern army cannot be effected so speedily as the Chinese authorities desire. The proposal has been made, and I understand it is likely to be favourably considered, that 5,000 foreign officers should be engaged for that portion of the Imperial army of the North (Yuan Shih-kai's) which is now operating against the Hungchuzes in Manchuria. These, it is suggested, would take supreme command, having Chinese officers in subordinate positions in which they might learn the lessons of practical warfare to be promoted according to the merit displayed. The suggestion is that the armies of any of the great Powers, for political reasons, should be taken from the armies of the Scandinavian kingdoms.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report—

On the 7th at 11.20 a.m.—The barometer has fallen in Japan, and risen over China, particularly in the North.

The depression has passed into the W. part of the Sea of Japan. It continues to move towards E.

Pressure is highest over the China Sea. It still exceeds the normal by 1 inch over the 2nd coast of China, and is in defect by about 0.1 inch in N. China and Japan. In the Philippines it has decreased slightly, to near the average.

Gradients are gentle over the China Sea, and light variable winds are indicated over that area.

Long-range rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

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OIL SHIPS FOR WAR.

NEW MOSQUITO CRAFT.

The Admiralty, a Naval Correspondent writes, are fitting all torpedo craft for oil consumption, and none of these vessels in future will carry coal for any purpose. The wisdom of this decision has been amply proved by the steaming record established in the recent manoeuvres by the battle-ships under Vice-Admiral Sir William May. These vessels of the King Edward VII. class carry about 2,000 tons of coal each and as an auxiliary just over 450 tons of oil, which is stored in the double bottom and in tanks. They are fitted with Babcock and Wilcox—not Bellevue—water-tube boilers. During the manoeuvres they covered nearly 4,000 miles, travelling seldom below 20 knots, for most of the time at about 18 knots, and for three hours, with the current, with them, at slightly over twenty knots an hour. This wonderful achievement by vessels which were built for a trial speed of 18 knots is directly traceable to the oil fuel which was used when all the coal in convenient bunkers had been exhausted, the fire was becoming dirty and the staffs in the engine-room depressed were worn out by the continual strain which hard steaming day after day imposes. These ships, already fitted, ran away victoriously from Admiral Sir Arthur Wilson's vessels, normally very much quieter, but without oil, and thus secured for Admiral May the temporary command of the English Channel.

Writing with reference to the use of liquid fuel, a correspondent signing himself "J.S." asserts, as a large consumer, that the relative steam-producing value of the best steam coal and liquid fuel in practice is not as four to three, but as two to one (i.e., two tons of oil will do the duty of four tons of coal, whatever the laboratory value may indicate), and if more oil is used it is a sure sign of faulty draught or faulty burners. "The saving in labour," he adds, "is such that it would undertake to run the biggest steamer afloat with four stokers only, and they should have an easy time of it. Nor must mention be made of the difference in loading a vessel with coal and loading with oil. With oil, a ship, whether at sea or in dock, can be fully loaded in a few hours with practically no labour and no mess; it can be stowed along the keel, in the bows, and in any space where a pipe line can reach it."

MILITARY SECRETS.

REMARKABLE INSTRUCTIONS TO OFFICERS.

General Terauchi, Minister for War, has issued general instructions to the army relating to the divulgence of military secrets, to the following effect—

"Of late certain matters in the category of military secrets have been divulged. It is hardly necessary to say that the preservation of such secrets is of the greatest importance, and no less essential in times of peace than in times of war. The Japanese army has aquired much valuable military knowledge from its recent experience in actual fighting, for which the country has paid dearly in blood and treasure. Should the title of this newly-acquired knowledge be divulged, cunning military spies—always possessing the quickest intelligence—will be able to draw the inferences of the whole. In that case, all the pains taken in obtaining the latest information will be rendered useless. The precautions for the preservation of military secrets should not therefore be all wadded to be slackened in the least. This advice may appear to be contradicted by the recent withdrawal of restrictions on the publication of a certain military map, but this is not the case. When a map, which is already made public, is treated as a matter of military secrecy, it may direct attention to the actual preservation of true military secrecy. The object of the withdrawal of the restriction on the map referred to is to direct military efforts to concentrate their attention to bona-fide secrets."

AMERICAN TRIBUTE TO BRITISH GRUMBLERS.

The chreic kicker is not a pleasant personality; but he performs a most useful function; he is the wulf-dog of liberty, the price of which is eternal vigilance, says an American paper. The kindness and the social feeling of the Americans tend to make them shrink from protest against trifling abuses and unimportant infringements of public rights. The individuality of the British, on the other hand, their bull-headed hardness, tend to make an act of protest congenial to them. Before a petty infringement of right is suppressed, it is a matter of course to submit with a laugh, admitting that the joke is on them; whereas the British fail to see the joke, and rise up in their wrath. They refuse to pay an overcharge; and if they are compelled by circumstances, they appeal the case—or they write to the *Times*. And when enough letters have been written to the *Times*, public opinion is roused at last; and then the matter is quickly settled. If the hotels of Europe are now cleaner, more comfortable, and with better sanitary conveniences, our thanks are due to two generations of travellers from the British Isles who were unceasing in complaint whenever they failed to find what they wanted, and when they did find what they did not want.

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Hongkong, 20th July, 1906.

NORTH BORNEO'S OUTLOOK.

CHINESE IMMIGRATION.

Sir Charles J. Fox, who presided at the meeting of the British North Borneo Company last month, said that there was a steady improvement in the revenues of the State, and although the net increase in the receipts was not so great as the board had anticipated, the gross receipts were £15,000 more than in 1901. In view of that and the good prospects for the current year, the board had decided to recommend a dividend at the rate of 8 per cent. per annum. They believed that the company would at least 3 per cent in the current year. It had sold during the first quarter £27,000 worth of land for the cultivation of rubber, for which their lands were very suitable. The position of the company from an agricultural point of view had very considerably improved compared with a year ago. Mineral prospects were also very encouraging, both as regarded coal and manganese, and he thought that the company and every reason to congratulate itself on being a shareholder. He was glad to be able to announce that two hundred Chinese, men, women, and children, had recently landed in the company's territory. At the present time they had about 15,000 Chinese in their territory, and the board wished that there were another 15,000 or 20,000. He mentioned that fact because so much was being said nowadays regarding Chinese coolies. In the past the company had expended money in the importation of Chinese, but the arrival to which he had referred had been induced by the excellent reports which the Chinese had heard from their fellow-countrymen of prospects in North Borneo.

Mr. William C. Cowie, the managing director, said that the increase of 1 per cent. in the dividend was a source of considerable gratification to him, as he looked upon it as a first step towards the larger distributions which he had unwaveringly predicted would be derived ultimately from their magnificent property. Hitherto its very vastness had militated against the earning of anything like adequate dividends. Firmly and head-hunting had to be abolished, and order had to be evolved out of chaos. The property had to be brought up to date by the construction of roads, railways, and telegraphs, and that necessitated the sinking of a large amount of money, but to his mind every sovereign of that money was now going to bear golden fruit. The revenues of the current year should be at least £30,000 more than last, and annual increases should be far greater as the territory was developed. No effort would be spared by the board to further any scheme which had for its object the development of the company's territory, the potential wealth of which afforded a splendid field for the employment of British and other capital.

To remember is in itself an art—an art to be carefully learned and daily practised. A wise man chooses his thoughts as he chooses his friends. He does not take the first comer, but selects, instead, the fittest associates, those he can trust and esteem, who will prove themselves worthy the name of friend. And so, too, the wise man deals with his remembrances.

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THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Accounts at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months 5 1/2 per annum.

" " " 6 months 5 per annum.

" " " 3 months 4 1/2 per annum.

" " " 1 month 4 per annum.

" " " 1 month 3 1/2 per annum.

" " " 1 month 3 per annum.

" " " 1 month 2 1/2 per annum.

" " " 1 month 2 per annum.

" " " 1 month 1 1/2 per annum.

" " " 1 month 1 per annum.

" " " 1 month 1/2 per annum.

" " " 1 month 1/4 per annum.

" " " 1 month 1/8 per annum.

" " " 1 month 1/16 per annum.

" " " 1 month 1/32 per annum.

" " " 1 month 1/64 per annum.

" " " 1 month 1/128 per annum.

" " " 1 month 1/256 per annum.

" " " 1 month 1/512 per annum.

" " " 1 month 1/1024 per annum.

" " " 1 month 1/2048 per annum.

" " " 1 month 1/4096 per annum.

" " " 1 month 1/8192 per annum.

" " " 1 month 1/16384 per annum.

" " " 1 month 1/32768 per annum.

" " " 1 month 1/65536 per annum.

" " " 1 month 1/131072 per annum.

" " " 1 month 1/262144 per annum.

" " " 1 month 1/524288 per annum.

" " " 1 month 1/1048576 per annum.

" " " 1 month 1/2097152 per annum.

" " " 1 month 1/4194304 per annum.

" " " 1 month 1/8388608 per annum.

" " " 1 month 1/16777216 per annum.

" " " 1 month 1/33554432 per annum.

" " " 1 month 1/67108864 per annum.

" " " 1 month 1/134217728 per annum.

" " " 1 month 1/268435456 per annum.

" " " 1 month 1/536870912 per annum.

" " " 1 month 1/1073741824 per annum.

" " " 1 month 1/2147483648 per annum.

" " " 1 month 1/4294967296 per annum.

" " " 1 month 1/8589934592 per annum.

" " " 1 month 1/17179869184 per annum.

" " " 1 month 1/34359738368 per annum.

" " " 1 month 1/68719476736 per annum.

" " " 1 month 1/137438953472 per annum.

" " " 1 month 1/274877906944 per annum.

" " " 1 month 1/549755813888 per annum.

" " " 1 month 1/1099511627776 per annum.

" " " 1 month 1/2199023255552 per annum.

" " " 1 month 1/4398046511104 per annum.

" " " 1 month 1/8796093022208 per annum.

" " " 1 month 1/17592186044416 per annum.

" " " 1 month 1/35184372088832 per annum.

" " " 1 month 1/70368744177664 per annum.

" " " 1 month 1/140737488355328 per annum.

" " " 1 month 1/281474976710656 per annum.

" " " 1 month 1/562949953421312 per annum.

" " " 1 month 1/1125899906842624 per annum.

" " " 1 month 1/2251799813685248 per annum.

" " " 1 month 1/4503599627370496 per annum.

" " " 1 month 1/9007199254740992 per annum.

" " " 1 month 1/18014398509481984 per annum.

" " " 1 month 1/36028797018963968 per annum.

" " " 1 month 1/72057594037927936 per annum.

" " " 1 month 1/144115188075855872 per annum.

" " " 1 month 1/288230376151711744 per annum.

" " " 1 month 1/576460752303423488 per annum.

" " " 1 month 1/1152921504606846976 per annum.

" " " 1 month 1/2305843009213693952 per annum.

" " " 1 month 1/4611686018427387904 per annum.

" " " 1 month 1/9223372036854775808 per annum.

" " " 1 month 1/18446744073709551616 per annum.

" " " 1 month 1/36893488147419103232 per annum.

" " " 1 month 1/73786976294838206464 per annum.

" " " 1 month 1/147573952589676412928 per annum.

" " " 1 month 1/295147905179352825856 per annum.

" " " 1 month 1/590295810358705651712 per annum.

" " " 1 month 1/1180591620717411303424 per annum.

" " " 1 month 1/2361183241434822606848 per annum.

" " " 1 month 1/4722366482869645213696 per annum.

" " " 1 month 1/9444732965739290427392 per annum.

" " " 1 month 1/18889465931478580854784 per annum.

" " " 1 month 1/37778931862957161709568 per annum.

" " " 1 month 1/75557863725914323419136 per annum.

" " " 1 month 1/151115727451828646838272 per annum.

" " " 1 month 1/302231454903657293676544 per annum.

" " " 1 month 1/604462909807314587353088 per annum.

" " " 1 month 1/1208925819614629174706176 per annum.

" " " 1 month 1/2417851639229258349412352 per annum.

" " " 1 month 1/4835703278458516698824704 per annum.

" " " 1 month 1/9671406556917033397649408 per annum.

" " " 1 month 1/19342813113834066795298816 per annum.

" " " 1 month 1/38685626227668133590597632 per annum.

" " " 1 month 1/77371252455336267181195264 per annum.

" " " 1 month 1/154742504910672534362390528 per annum.

" " " 1 month 1/309485009821345068724781056 per annum.

" " " 1 month 1/618970019642690137449562112 per annum.

" " " 1 month 1/1237940039285380274899124224 per annum.

" " " 1 month 1/2475880078570760549798248448 per annum.

" " " 1 month 1/4951760157141521099596496896 per annum.

" " " 1 month 1/9903520314283042199192993792 per annum.

" " " 1 month 1/19807040628566084398385987584 per annum.

" " " 1 month 1/39614081257132168796771975168 per annum.

" " " 1 month 1/79228162514264337593543950336 per annum.

" " " 1 month 1/158456325028528675187087900672 per annum.

" " " 1 month 1/316912650057057350374175801344 per annum.

" " " 1 month 1/633825300114114700748351602688 per annum.

" " " 1 month 1/1267650600228229401496703205376 per annum.

" " " 1 month 1/2535301200456458802993406410752 per annum.

" " " 1 month 1/5070602400912917605986812821504 per annum.

" " " 1 month 1/10141204801825835211973625643008 per annum.

" " " 1 month 1/20282409603651670423947251286016 per annum.

" " " 1 month 1/40564819207303340847894502572032 per annum.

" " " 1 month 1/81129638414606681695789005144064 per annum.

" " " 1 month 1/162259276829213363391578010288128 per annum.

" " " 1 month 1/324518553658426726783156020576256 per annum.

" " " 1 month 1/649037107316853453566312041152512 per annum.

" " " 1 month 1/1298074214633706907132624082305024 per annum.

" " " 1 month 1/2596148429267413814265248164610048 per annum.

" " " 1 month 1/5192296858534827628530496329220096 per annum.

" " " 1 month 1/10384593717069655257060992658440192 per annum.

" " " 1 month 1/20769187434139310514121985316880384 per annum.

" " " 1 month 1/41538374868278621028243970633760768 per annum.

" " " 1 month 1/83076749736557242056487941267521536 per annum.

" " " 1 month 1/166153499473114484112975882535043072 per annum.

" " " 1 month 1/332306998946228968225951765070086144 per annum.

" " " 1 month 1/664613997892457936451903530140172288 per annum.

" " " 1 month 1/1329227995784915872903807060280344576 per annum.

" " " 1 month 1/2658455991569831745807614120560689152 per annum.

" " " 1 month 1/5316911983139663491615228241121378304 per annum.

" " " 1 month 1/10633823966279326983230456482242756608 per annum.

" " " 1 month 1/21267647932558653966460912964485513216 per annum.

" " " 1 month 1/42535295865117307932921825928971026432 per annum.

" " " 1 month 1/85070591730234615865843651857942052864 per annum.

" " " 1 month 1/170141183460469231731687303715884105728 per annum.

" " " 1 month 1/340282366920938463463374607431768211456 per annum.

" " " 1 month 1/680564733841876926926749214863536422912 per annum.

" " " 1 month 1/1361129467683753853853498429727072845824 per annum.

" " " 1 month 1/2722258935367507707706996859454145691648 per annum.

" " " 1 month 1/5444517870735015415413993718908291383296 per annum.

" " " 1 month 1/10889035741470030830827987437816582766592 per annum.

" " " 1 month 1/21778071482940061661655974875633165533184 per annum.

" " " 1 month 1/43556142965880123323311949751266331066368 per annum.

" " " 1 month 1/87112285931760246646623899502532662132736 per annum.

" " " 1 month 1/174224571863520493293247799005065324265472 per annum.

" " " 1 month 1/348449143727040986586495598010130648530944 per annum.

" " " 1 month 1/696898287454081973172991196020261297061888 per annum.

" " " 1 month 1/1393796574908163946345982392040522594123776 per annum.

" " " 1 month 1/27875931498163

OCEAN STEAMSHIP COMPANY, LD.

CHINA MUTUAL STEAM NAVIGATION CO., LD.

FORMERLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND HAWAIIAN PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"CHING WO"	On 9th August	
GLASGOW and LIVERPOOL	"ANTENOR"	On 16th August	
GLASGOW and LIVERPOOL	"CYCLOPS"	On 30th August	
GLASGOW and LIVERPOOL	"HELLESPONT"	On 30th August	
GLASGOW and LIVERPOOL	"KINTUCK"	On 30th August	
GLASGOW and LIVERPOOL	"MACHAON"	On 4th September	
GLASGOW and LIVERPOOL	"MOYNE"	On 6th September	
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 13th September	
GLASGOW and LIVERPOOL	"CALCHAS"	On 20th September	
GLASGOW and LIVERPOOL	"MENELAUS"	On 27th September	
GLASGOW and LIVERPOOL	"NINGCHOW"	On 27th September	

HOMEWARDS.

FROM	STEAMERS	TO	DATE
GENOA, MARSEILLES and HULL	"ASTYANAX"	On 10th August	
LONDON, AMSTERDAM and ANTWERP	"ORESTES"	On 14th August	
LIVERPOOL DIRECT	"TYDEUS"	On 20th August	
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 25th August	
MARSEILLES, HAVRE and LIVERPOOL	"ALCINOUS"	On 30th August	
LONDON, AMSTERDAM and ANTWERP	"DIOMED"	On 11th September	
GENOA, MARSEILLES and LIVERPOOL	"PELEUS"	On 20th September	
LONDON, AMSTERDAM and ANTWERP	"ANTENOR"	On 25th September	
HAVRE, ROTTERDAM and LIVERPOOL	"CYCLOPS"	On 30th September	

Taking Cargo for Liverpool at London Rates via Bangkok.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON PORTS IN THE UNITED STATES OF AMERICA AND CANADA.

FROM	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKO.	"BELLEROPHON"	On 1st September	
ILAMA	"NINGCHOW"	On 29th September	

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"TYDEUS"	On 13th August	
	"STENTOR"	On 8th September	

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS. [9.10]

Hongkong, 4th August, 1906.

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO	DATE
SHANGHAI	"KIUKANG"	On 8th August	
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 11th August	
CEBU and ILOILO	"KAIFONG"	On 11th August	
SHANGHAI	"HUICHOW"	On 13th August	
SHANGHAI	"SHAOSING"	On 13th August	

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Table, A duly qualified Surgeon in command.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS. [11]

Hongkong, 8th August, 1906.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMUI VIA SWATOW	"JOSHIN MARU"	SUNDAY, 12th Aug.
AMOI	"H. OHTA"	at 10 A.M.
AMOI	"AKASHI MARU"	FRIDAY, 10th Aug.
AMOI	"J. A. MERLIN"	at 10 A.M.
SHANGHAI VIA SWATOW	"SOSHU MARU"	TUESDAY, 14th Aug.
AMOI and FOCHOW	"T. SUBUGA"	at 10 A.M.
TAMUI VIA SWATOW	"FRITHJOF"	WEDNESDAY, 8th Aug.
AMOI and FOCHOW	"H. A. HARALDSEN"	at 10 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Building.

Hongkong, 7th August, 1906. T. ARIMA, Manager. [14]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF
12 days Across the Pacific in the "EMPERESS LINE," Saving 3 to 7 days' Ocean Travel
12 DAYS YOKOHAMA TO VANCOUVER.
21 DAYS HONGKONG TO VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	Leave Hongkong	Arrive Vancouver
"TARTAR"	4,425 tons	Wednesday, 8th Aug.	1st Sept.
"EMPERESS OF INDIA"	6,000 tons	Wednesday, 22nd Aug.	12th Sept.
"ATHENIAN"	3,882 tons	Wednesday, 6th Sept.	29th Sept.
"EMPERESS OF JAPAN"	6,000 tons	Wednesday, 19th Sept.	10th Oct.
"MONTEAGLE"	6,163 tons	Wednesday, 3rd Oct.	27th Oct.
"EMPERESS OF CHINA"	6,000 tons	Wednesday, 17th Oct.	7th Nov.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, FAIRLY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence £260; via New York £302.

Intermediate on Steamers £240, and 1st Class Rail £242.

R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only to Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya, opposite Blake Pier.

[6]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO	DATE
SHANGHAI	"CHOYSANG"	Thursday, 9th Aug.	4 P.M.
MANILA	"LOONGSANG"	Friday, 10th Aug.	4 P.M.
SINGAPORE, PENANG & CALCUTTA	"SUISANG"	Tuesday, 14th Aug.	3 P.M.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS. [18]

EAST ASIATIC CO., LTD.

COPENHAGEN.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

SHANGHAI, CHINGWANGTAO, TAIKU and VLADIVOSTOK.	STEAMERS	TO	DATE
SHANGHAI, YOKOHAMA, KOBE and VLADIVOSTOK.	"TRANQUEBAR"	On or about 16th Aug.	
TONGKU, YOKOHAMA and KOBE.	"NICOBAR"	On or about 14th Sept.	
ODessa	"SIAM"	On or about 14th Sept.	
	"KITAI"	On or about 15th Sept.	

FOR "COPENHAGEN AND BALTIC PORTS."

S.S. "KINA" ... on or about the 17th Aug. from Hongkong.

S.S. "SIBIRIEN" ... on or about the 15th Sept. from Hongkong.

S.S. "TRANQUEBAR" ... on or about the 1st Oct. from Hongkong.

For Further Particulars, apply to MELOCHERS & CO., AGENTS. [1357]

Hongkong, 8th August, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.



PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ REGENT LUITPOLD	WEDNESDAY 15th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 25th August
SACHSEN	WEDNESDAY 12th September
PRINZ HEINRICH	WEDNESDAY 26th September
PRINZ LUDWIG	WEDNESDAY 10th October
PRINZESS ALICE	WEDNESDAY 24th October
PREUSSEN	WEDNESDAY 7th November
	WEDNESDAY 21st November

ON WEDNESDAY, the 15th day of AUGUST, 1906, at NOON, the Steamship "PRINZ REGENT LUITPOLD" Captain H. Kirchner, with MAILS, PASSENGERS, SPECIMENS, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 13th Aug. Cargo will be received on Board until 5 P.M. on TUESDAY, the 14th Aug. and Parcel will be received at the Agency's Office until NOON, on TUESDAY, the 14th Aug.

Contents of Packages are subject to No. 1. No Parcel Receipts will be signed for less than \$2.50.

Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.

Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA AND GIBRALTAR return 231 0 0 242 0 0 222 0 0

AND HAMBURG return 91 0 0 63 0 0 33 0 0

TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG return 65 0 0 44 0 0 24 0 0

TO NEW YORK VIA SUEZ return 64 0 0 44 0 0 26 0 0

VIA NAPLES, GENOA OR GIBRALTAR return 115 0 0 78 0 0 47 0 0

VIA BREMEN OR SOUTHAMPTON return 68 0 0 46 0 0 27 0 0

IN the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland the same RATES to be APPLIED as via NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA: Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.

The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT: Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER	SAILING DATES
WILLEHAD	4763 tons ... TUESDAY, 14th Aug.
PRINZ WALDEMAR	3225 tons ... TUESDAY, 14th Aug.
PRINZ SIGISMUND	3302 tons ... TUESDAY, 14th Aug.

ON TUESDAY, the 14th AUGUST, at NOON, the Steamship "WILLEHAD," Captain Obendorfer, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO MANILA ... 1st Class \$50.00 2nd Class \$30.00 3rd Class \$20.00

TO NEW GUINEA ... 1st Class \$50.00 2nd Class \$30.00 3rd Class \$20.00

TO BRISBANE ... 1st Class \$50.00 2nd Class \$30.00 3rd Class \$20.00

TO SYDNEY ... 1st Class \$50.00 2nd Class \$30.00 3rd Class \$20.00

TO MELBOURNE ... 1st Class \$50.00 2nd Class \$30.00 3rd Class \$20.00

TO YOKOHAMA ... 1st Class \$50.00 2nd Class \$30.00 3rd Class \$20.00

TO KOBE ... 1st Class \$50.00 2nd Class \$30.00 3rd Class \$20.00

TO YOKOHAMA and back from KOBE ... 1st Class \$140.00 2nd Class \$100.00

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer ... 1st Class \$96.00

TO EUROPE VIA AUSTRALIA AND AMERICA ... 1st Class \$96.00

From Australia to New York via Vancouver by the J.P.M. Co.'s steamers, or via San Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "SACHSEN" ... Wednesday, 15th Aug.

SHANGHAI, NAGASAKI, "PRINZ HEINRICH" ... Wednesday, 29th Aug.

KOBE & YOKOHAMA, "PRINZ WALDEMAR" ... Wednesday, 29th Aug.

* Reaching Yokohama in less than six days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & O.S.S. Co., T. K. & K. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:

To London via Plymouth or Southampton ... 1st Class \$32.00

To Bremen ... 1st Class \$35.00

To Paris via Cherbourg ... 1st Class \$35.00

To Naples, Genoa via Gibraltair ... 1st Class \$35.00

For further Particulars, apply to MELOCHERS & CO., AGENTS. [5]

Hongkong, 29th July, 1906.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAPAN	First half of August	JAVA PORTS	First half of August
TJIMAHY	JAVA	Second half of August	JAPAN via SHANGHAI	Second half of August
TJIPANAS	JAVA	First half of September	JAPAN via SHANGHAI	First half of September
TJILATJAP	JAPAN	First half of September	JAVA PORTS	Second half of September

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

HEAD AGENCY OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

Yok Buildings, 1st Floor.

Hongkong, 8th August, 1906. [116]

DAMPFSCHIFFS-REHDEREI-UNION

ACTIEN-GESELLSCHAFT.

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(With Liberty to Call at the Malabar Coast).

THE Steamship

"ALONGA,"

Captain Petersen, will be despatched for the above Port on or about SATURDAY, the 25th August, 1906.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 13th July, 1906. [1412]

SHIPPING IN PORT.

STEAMERS.

A. B. BHOOR, Norwegian str., 511, Anderson 14th July—Shanghai 8th July, Earthenware—Order.

AKASHI MARU, Jap. str., 1,575, J. A. Merlin 6th Aug.—Amoy, Amoy and Swatow 5th Aug. General—Osaka Shosen Kaisha.

ALBIA, German str., 3,370, H. Luning 6th Aug.—Fochow 4th August, General Hamburg-America Linie.

BRAND, Norwegian str., 1,520, M. Evensen 9th July—Southaya 20th June, Sugar, Sander, Wieler & Co.

CANTON MARU, Japanese str., 1,894, S. Horai 2nd August—Kobe 22nd July, Coal and General—Order.

CATRI, Italian str., 1,194, Bolito Guiseppe 4th August—Bombay and Singapore 31st July, General—Carlowitz & Co.

CEYLON MARU, Japanese str., 3,142, K. Kori 6th Aug.—Singapore 31st July, General—Nippon Yusen Kaisha.

CHONGYANG, British str., 1,424, A. E. Sandbach 6th Aug.—Shanghai 31st July, General—Jardine, Matheson & Co.

CORICA, British str., 2,741, W. Finch 20th July—San Francisco 27th June, Mails and General—O. & O. S. N. Co.

DANATON, British str., 2,300, Ross 22nd July—San Francisco and Shanghai 19th July, Kerosene Oil—Standard Oil Co.

EMMA LUYKEN, German str., 1,159, G. Conrad 18th July—Mauritius 22nd May, Sugar—Chinese.

EMPERESS OF CHINA, British str., 3,046, R. Archibald, R.N.E., 24th July—Vancouver 2nd July and Shanghai 21st, Mails and General—C. P. R. Co.

FRI, Norwegian str., 900, Wagle, 13th July—Hongkong 10th July, Coal—Asgaard, Thorson & Co.

FRIEDRICH, Norwegian str., 891, H. A. Haraldsen 6th August—Tampai 1st Aug., General—Osaka Shosen Kaisha.

